

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECRET
SECURITY INFORMATION

COUNTRY	USSR (Kherson Oblast)	REPORT	[REDACTED]	25X1
SUBJECT	Railroad Bridge over the Dnepr River at Kherson	DATE DISTR.	15 July 1953	
DATE OF INFO.	[REDACTED]	NO. OF PAGES	4	
PLACE ACQUIRED	[REDACTED]	REQUIREMENT NO.	RD	
		REFERENCES		25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. The project of building a railroad bridge over the Dnepr River at Kherson originated in the middle Thirties. In 1937 construction was started on the railroad line from Kherson to the bridge; it cut through the intersection five kilometers northeast of the city, north of Kindiyka and Antonovka, to the village at Kherson freight station, where the bridge was to be built. At the same time, on the southern bank of the Dnepr, construction was started on a line from Perekop through Tsyurupinsk to the Konka River.
2. After World War II construction of these two lines was resumed, and [REDACTED] was completed in 1947. Construction of the bridge probably began in 1947. The Stalin Food Processing Plant [REDACTED] was located at [REDACTED]
3. The bridge had been planned and constructed as a single-track railroad bridge. It was approximately two kilometers long and connected the village of Kherson on the north bank of the Dnepr with the Tsyurupinsk railroad station. The southern anchor of the bridge was on the south bank of the Konka River, from where a high causeway built across the marsh led to the Tsyurupinsk station. The steel structure of the bridge was erected on reinforced-concrete pillars which were 12-15 m above the water level and spaced at 50-m intervals. In this way the bridge was high enough to permit passage of all vessels operating on the Dnepr. The spans between pillars were connected by twin steel beams on which the railroad tracks were seated.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

25 YEAR

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4. In March 1952 [REDACTED]

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[REDACTED] the bridge [REDACTED] was completed but for one span. It is to be assumed that by the end of 1952 the bridge was in operation. [REDACTED]

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5. [REDACTED] this bridge was the only one existing in the region. There was no highway bridge in Kherson, and I have heard of no project to build such a bridge; horse-drawn vehicles could use the dirt road from Kherson to the Kherson freight railroad station, unload their passengers and luggage, cross the Dnieper River by ferry to the southern bank of the Konk River, and again take a dirt road to the Tsyurupinsk railroad station. These dirt roads were not suitable for motor vehicle traffic.

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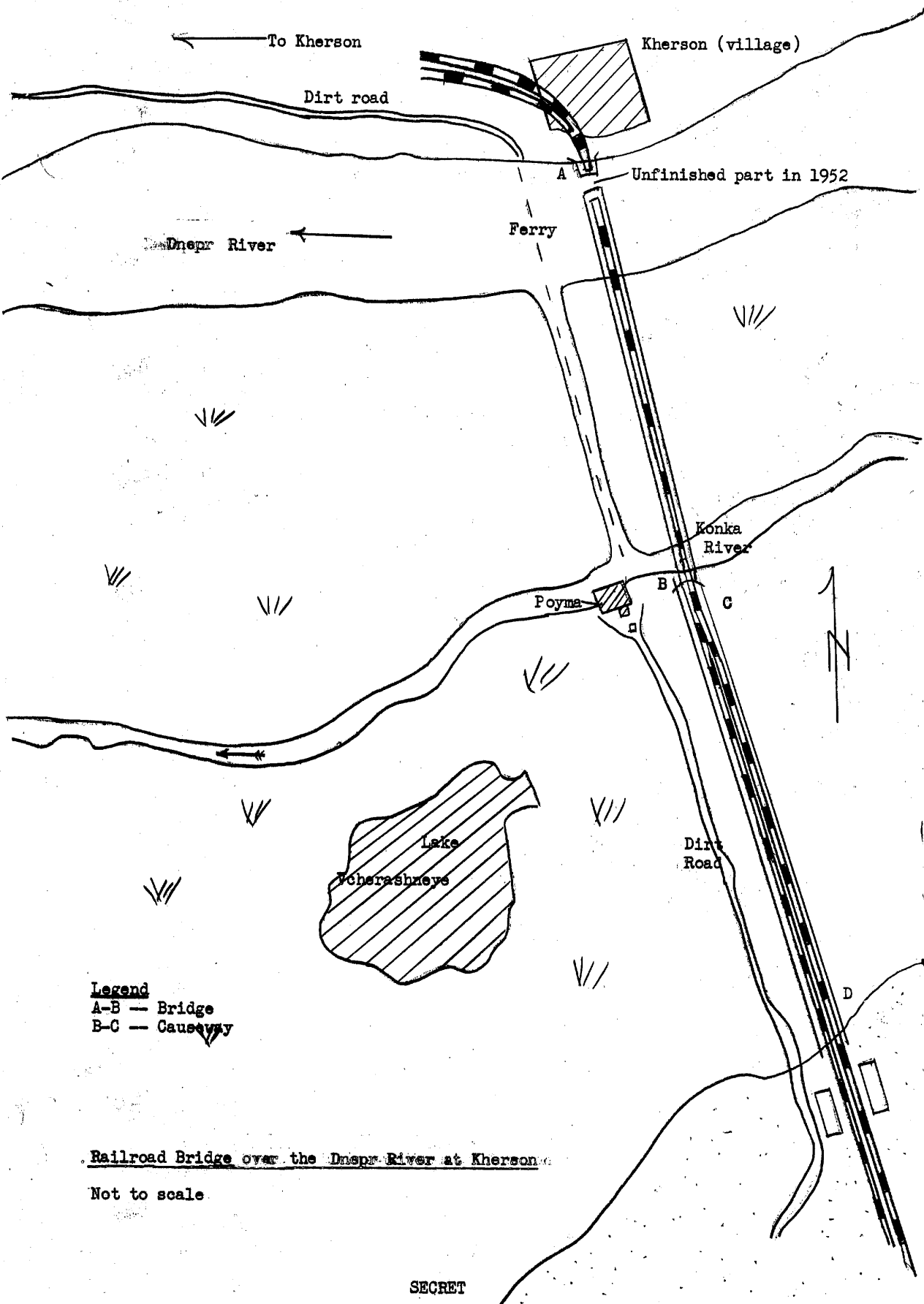
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**Legend**

A-B -- Bridge

B-C -- Causeway

Railroad Bridge over the Dnipro River at Kherson

Not to scale

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